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Nova Scotia

THE BOARD OF COMMISSIONERS OF PUBLIC UTILITIES

Annual Report
for the year ended
December 31, 1983

Halifax, Nova Scotia
September 18, 1984

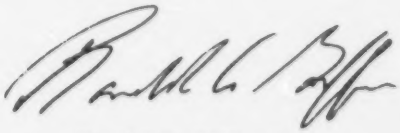
To His Honour:

The Honourable Alan R. Abraham, C.D.
Lieutenant Governor of the Province of Nova Scotia

May it Please Your Honour:

I have the honour to submit to you the Report of the Board of Commissioners of Public Utilities for the year ended December 31, 1983.

Respectfully submitted,



Ronald C. Giffin, Q.C.
Attorney General of the
Province of Nova Scotia

ANNUAL REPORT OF THE BOARD OF COMMISSIONERS OF PUBLIC UTILITIES

1526 Dresden Row,
Halifax, Nova Scotia,
September 18, 1984.
B3J 3G7

Honourable Ronald C. Giffin, Q.C.,
Attorney General,
Province of Nova Scotia,
Halifax, Nova Scotia.

Dear Sir:

As directed by the Public Utilities Act, the Board of Commissioners of Public Utilities has the honor to present its report for the year ending December 31, 1983.

In addition to its duties under the Public Utilities Act, the Board administers the Gasoline and Fuel Oil Licensing Act, the Motor Carrier Act, the Motor Vehicle Transport Act and the Salvage Yards Licensing Act and performs special functions under the Bonus Act, the Insurance Act and other Acts of the Legislature. Brief reports on such matters are included herein.

Attached to this report as Schedules "A" and "B" are the financial statements of this Board for the year 1983 and a list of the public utilities as of December 31, 1983.

In addition to the written decisions noted in this report there were a large number of oral decisions delivered at the time of the hearings and appropriate orders were issued pursuant to the decisions.

Changes in Board Membership. On November 30, 1983 Mr. S. J. Rudolph, a Member of the Board since June 25, 1979, retired.

On September 15, 1983, Mr. E. L. L. Rowe was appointed a Member of the Board.

On December 21, 1983, Mr. B. M. Nickerson was appointed a Member of the Board.

PUBLIC UTILITIES - GENERAL

On December 31, 1983, the numbers and classifications of public utilities, both private and municipal, operating under the jurisdiction of the Board compared with December 31, 1978, 1979, 1980, 1981 and 1982, are as follows:

	1978	1979	1980	1981	1982	1983
Electric (Municipal)	12	12	7	7	7	7
Electric (Crown Corporation)	1	1	1	1	1	1
Telephone (Mutual)	2	2	1	1	1	1
Telephone (Private)	2	2	2	1	1	1
Water (Municipal)	79	74	70	73	67	67
Water (Private)	1	1	1	1	0	0
Motor Carriers Operating as Public Utilities	5	5	5	3	3	3
Under Special Act (Halifax-Dartmouth Bridge Commission)	1	1	1	1	1	1

ELECTRIC

General. The demand for electric power and service to all customers increased by 1.37 per cent in the year 1983. A percentage comparison of the sales of kilowatt hours of electric power to the various classes of customers for the year 1983, as compared with the previous year, was as follows:

Kilowatt Hours Sales to	Percentage Increase or Decrease
Domestic Customers	3.55
Commercial Power, Industrial and General Service Customers	(3.79)
Street Lighting	0.81
Municipal Electric Utilities	0.24
All Customers	(1.37)

The number of kilowatt hours of energy generated in 1983 decreased by 0.89 per cent over the previous year. The tons of coal used to generate energy in the same period decreased by 21.45 per cent.

A comparison of the various sources used to generate power in 1983, as compared with 1982 is as follows:

Generation Source	Percentage Change
Steam	5.44
Hydro	(20.62)
Gas Turbine	(30.43)

Minor customer complaints were dealt with promptly and during the year the Board approved numerous proposed estimated capital expenditures for plant extensions, additions, replacements and improvements.

An Order was issued by the Board with respect to an application initiated in 1983 by the Nova Scotia Power Corporation approving a

Schedule of increased rates for electric energy and services supplied by the Corporation, including increased rates for energy furnished to distributing electric utilities in the Province. As a result each of the seven distributing electric utilities made application to the Board for approval of rate increases.

Statistical. Since 1955 the Board has maintained for comparison and other purposes a record of statistical information related to the annual combined performance of electric public utilities in the Province. A portion of the information is set out below for each of the years 1980 to 1983 inclusive:

	1980	1981	1982	1983
(1) Number of Kilowatt Hours Generated by Steam:	4,712,251,300	5,478,134,940	5,424,210,000	5,724,365,300
Coal Generated			2,962,800,000	3,523,500,000
Oil Generated			2,463,100,000	2,197,800,000
(2) Number of Kilowatt Hours Generated by Hydro:	1,092,855,826	925,942,522	1,150,590,000	980,734,700
(3) Number of Kilowatt Hours Generated by Gas Turbine:	3,457,555	6,159,620	2,202,000	1,559,000
(4) Total Kilowatt Hours Generated:	5,808,564,681	6,410,237,082	6,574,800,000	6,633,100,000
(5) Tons of Coal used to Generate Energy:	1,002,208	1,589,480	1,450,318	1,760,879
(6) Number of Kilowatt Hours Purchased by Nova Scotia Electric Utilities from Nova Scotia Power Corporation:	254,880,300	185,203,184	176,751,512	176,331,322
(7) Kilowatt Hours Generated and Purchases (except from other Nova Scotia Electric Utilities:	6,126,289,881	6,524,339,882	6,388,463,499	6,338,330,939
(8) Kilowatt Hours Sold to Domestic Customers:	1,851,802,128	1,922,599,462	1,992,510,637	2,063,319,802
(9) Kilowatt Hours Sold to Commercial Lighting, Commercial Power, Industrial and General:	3,521,691,193	3,555,400,561	3,787,953,351	3,648,853,341
(10) Kilowatt Hours Sold for Street Lighting:	70,279,460	72,220,262	72,354,036	72,954,917

(11) Kilowatt Hours Sold to all Customers (except to other Nova Scotia Public Utilities):

5,624,975,482 5,808,214,975 5,852,925,092 5,785,524,605

Rates: During the year 1983 the Schedule of Rates of the Electric Utilities were amended in the following manner:

Berwick, Town of
Mahone Bay, Town of
Lunenburg, Town of
Antigonish, Town of
Kentville Electric Commission
Riverport Electric Light Commission

The Board, after a public hearing duly advertised, by orders issued on January 21, 1983, approved a revised Schedule of Rates for Electric Supply and Services for each of the electric utilities of the above towns and commissions incorporating the increased power rates resulting from the revised Municipal Rate for Electric Power and Energy granted to the Nova Scotia Power Corporation effective the 1st day of January, 1983 and a further increase effective the 1st day of April 1983.

Canso, Town of—The Board, after a public hearing duly advertised, by order issued on January 25, 1983 approved a revised Schedule of Rates for Electric Supply and Services effective January 1, 1983 for the electric utility of the above Municipality.

Nova Scotia Power Corporation—The Board pursuant to a decision filed on the 21st day of December 1982 issued orders dated the 17th day of January, 1983 approving a revision of the Schedule of Rates for the supply of Electric Energy and Service by the Corporation, directed the Applicant to provide monthly information to measure the accuracy of the estimates used in this decision, directed the Applicant to apply to the Board for a review of its rules and regulations before the first day of March, 1983, approved existing rules and regulations until further ruling by the Board, approved depreciation rates and directed the applicant to conduct a depreciation study; indicated that it would recommend legislation amending Section 36 of the Public Utilities Act relating to the use of funds in the depreciation reserve.

The Board, on application by the Nova Scotia Power Corporation, by orders dated June 24, 1983 approved revisions to the "Regulations Prescribing a Uniform System of Accounts for Electrical Utilities" contained in Circular No. 5C-1983 as amended.

The Board by order dated October 31, 1983 approved a method for the corporation to deal with foreign currency transactions.

The Board, after a public hearing duly advertised, by orders dated December 6, 1983 approved a complete revision of the corporation's rules and regulations.

TELEPHONE

General. Telephone service in Nova Scotia at the end of 1983 was supplied by one private company, Maritime Telegraph and Telephone Company, Limited, and one mutual telephone company, Pugwash River Mutual Telephone Company, Limited. As of December 31, 1983, the total number of telephones in the Province was 550,091, a net increase of 17,578 during the calendar year. The net increase in 1982 was 13,142 telephones, in 1981 was 20,606, in 1980 was 23,944, and in 1979 was 23,355. On the basis of an estimated population of 863,500 there were 63.7 telephones per 100 population in Nova Scotia as of December 31, 1983, compared with 62.3 at the end of 1982, 60.6 at the end of 1981, 58.2 at the end of 1980, and 55.6 at the end of 1979. Overall Canadian development at December 31, 1982 was 67.7 per 100 population.

Of the 550,091 telephones, 550,044 were Maritime Telegraph and Telephone Company, Limited stations and 47 were Pugwash River Mutual Telephone Company, Limited telephones.

Minor complaints were dealt with promptly and during the year the Board considered and approved numerous Maritime Telegraph and Telephone Company, Limited proposed estimated capital expenditures for plant extensions, additions, replacements and improvements. A number of conferences were held with telephone utility officers and officials.

Maritime Telegraph and Telephone Company, Limited—The total of 550,044 Maritime Telegraph and Telephone Company, Limited telephones as of December 31, 1983 were operated in dial exchange areas; this compares with 532,470 as of December 31, 1982. The net increase in the number of stations of Maritime Telegraph and Telephone Company, Limited during 1983 was 17,574 at the end of the year (compared with 13,142 at the end of 1982; 21,089 at the end of 1981; 23,931 at the end of 1980, and 22,679 at the end of 1979) and the Company connected 114,570 stations and disconnected 97,272 stations thus working 12.1 orders to gain one station. The 550,044 Maritime Telegraph and Telephone Company, Limited stations were classifed as 402,831 residence stations (73.2 per cent) and 147,213 business stations (26.8 per cent) resulting in an increase of 11,611 residence telephones and 5,963 business telephones during the year. All Maritime Telegraph and Telephone Company, Limited telephones have access to direct distance dialing facilities as of December 31, 1983. There were 151 Maritime Telegraph and Telephone Company, Limited exchanges and one connecting company exchange in Nova Scotia.

The construction program of Maritime Telegraph and Telephone Company, Limited during the year 1983 resulted in gross additions to plant of $52,646,918; plant retirements of $16,619,221; and net increase to plant of $36,027,697. Total plant in service as of December 31, 1983 was $735,003,851 or $1,336 per telephone compared with $1,312; $1,265; $1,190; $1,144; $1,107; and $1,070 per telephone in the years 1982, 1981, 1980, 1979, 1978 and 1977 respectively.

Orders were issued during 1983 approving extensions of base rates in the following exchange areas of Maritime Telegraph and Telephone Company, Limited, to be effective on the dates shown:

Woods Harbour	February 11, 1983
Wolfville	February 11, 1983
Mount Uniacke	February 11, 1983
Elmsdale	February 16, 1983
Waverley	May 18, 1983
Prospect Road	May 18, 1983
Pubnico	June 29, 1983
Heatherton	September 1, 1983
Mill Village	September 1, 1983
Tusket	September 1, 1983
Shubenacadie	September 1, 1983
Caledonia	November 29, 1983
Truro	December 22, 1983

Orders were issued during 1983 approving the implementation of Extended Area Service plans of Maritime Telegraph and Telephone Company, Limited, between the following exchanges to become effective on the dates shown:

Eskasoni and Sydney	March 24, 1983
Elmsdale and Halifax	March 24, 1983
Elmsdale and Waverley	March 24, 1983
Musquodoboit and Halifax	March 24, 1983
Oxford and Amherst	September 30, 1983
Springhill and Amherst	September 30, 1983
Stewiacke and Truro and Brookfield	October 7, 1983
Hubbards and Halifax	October 7, 1983
Argyle and Tusket	November 28, 1983

After consideration of the issues, the Board:—

By Order issued June 30, 1983 amended the exchange boundaries of Weymouth, Port Maitland, Yarmouth, Carleton, Tusket, Wedgeport and Argyle.

By Order issued June 30, 1983 amended the exchange boundaries of Halifax and Ketch Harbour.

By Order issued June 30, 1983 amended the exchange boundaries of Port Mouton, Liverpool, Chelsea and Caledonia.

By Order issued June 30, 1983 amended the exchange boundaries of Kingston, Middleton, Lawrencetown, Bridgetown, Annapolis Royal, Bear River and Digby.

By Order issued June 30, 1983 amended the exchange boundaries of Mount Uniacke, Brooklyn, Hantsport, Wolfville, Kentville, Canning, Berwick and Aylesford.

By Order issued June 30, 1983 amended the exchange boundaries of Barrington, Clarke's Harbour, Sheburne and Lockeport.

By Order issued June 30, 1983 amended the exchange boundaries of Tatamagouche, River John, Pictou, New Glasgow, Thorburn, Saltsprings and Hopewell.

By Order issued June 30, 1983 amended the exchange boundaries of Elmsdale, Shubenacadie, Stewiacke, Musquodoboit, Upper Stewiacke, Upper Musquodoboit and Tangier.

By Order issued June 30, 1983 amended the exchange boundaries of Margaree Forks, Inverness, Mabou, Port Hood, Port Hawkesbury, Whycocomagh, Louisdale and St. Peter's.

By Order issued June 30, 1983 amended the exchange boundaries of Truro, Debert, Wentworth, Collingwood, Springhill, Oxford, Wallace and Pugwash.

By Order issued June 30, 1983 amended the exchange boundaries of Mulgrave, Monastery, Heatherton, Antigonish, Merigomish, Kenzieville, Goshen and Guysborough.

By Order issued June 30, 1983 amended the exchange boundaries of Bridgewater, Lunenburg, Mahone Bay, New Germany, New Ross, and Springfield.

By Order issued May 25, 1983 approved the issue of 300,000 common shares of the capital stock for its employees.

By decision filed February 9, 1983 gave approval of the acquisition of certain assets of Air-Page Communications and Instant Communications Limited.

By Order issued February 10, 1983 approved the acquisition of certain assets of Air-Page Communications and Instant Communications Limited.

By Order issued August 10, 1983 approved the offer of a rate incentive with respect to in province long distance telephone calling for the period September 1, 1983 to August 31, 1984.

Rates and Regulations. By Order issued September 30, 1983 approved amendments to its restructured general tariff 1982 relating to System Service (System Service Type C(1) and System Service Type Series E-2 (c)).

By Order issued October 7, 1983 approved certain amendments to its Restructured General Tariff 1982 relating to System Service and Telephone Answering Service.

By Decision filed November 4, 1983 approved amendments to its Restructured General Tariff 1982 to provide for Network Paging Access Service.

By Order issued November 28, 1983 approved depreciation rates to be applied to various classes of depreciable property of the Company.

By Order issued December 21, 1983 approved amendments to Restructured General Tariff 1982 to provide for network paging access service.

By Order issued December 22, 1983 approved amendment to its Restructured General Tariff 1982 by adding thereto rates, tolls and charges relating to Automatic Mobile Telephone Service.

MUTUAL TELEPHONE COMPANY

As of December 31, 1983 there was one remaining mutual telephone company, namely, Pugwash River Mutual Telephone Company, Limited, which provided telephone services in the territory occupied by it.

After consideration of the issues, the Board:- By Order issued January 20, 1983 approved the lease of an additional circuit from Maritime Telegraph and Telephone Company, Limited.

By Order issued November 30, 1983, approved the lease of an additional circuit from Maritime Telegraph and Telephone Company, Limited.

WATER

General. In 1983 the Board heard 13 applications for rate increases and 2 applications for rate decreases. In addition there were many further applications for approval of debenture issues, capital expenditures, acquisitions, revision of Rules and Regulations, etc.

Applications. Formal applications to the Board by water utilities for increases in Schedules of Rates for water and water services and for approval of debenture issues and other matters were dealth with by the Board as follows:

Annapolis Royal, Town of—By decision dated January 31st, 1983, the Board approved rates 10% higher than the rates applied for, recommended that a depreciation study be completed before the end of 1984, approved yearly changes for water users in the Cape Road Branch Line and the Mailman Line and approved amendments to the rules and regulations of the utility effective July 1st, 1983.

Bible Hill, Village Commissioners of—By decision dated the 30th day of September, 1983 and Order dated the 17th day of November, 1983, approved water rates effective January 1, 1984, 1985 and 1986; approved the rate base of the utility as of December 31, 1982 and approved rules and regulations of the utility.

Bridgetown, Town of—By decision dated April 13, 1983 and Order dated the 9th day of May, 1983, approved water rates effective January 1st, 1984 and amended the rules and regulations of the utility effective April 15, 1983; established the rate base of the utility as of December 31, 1982 and ordered that the depreciation rates in effect since July 4, 1975 shall continue if effect.

Dartmouth, City of—By order dated the 17th day of May 1983 set the fire protection rates for the City and the County of Halifax payable to the City of Dartmouth Water Utility.

Digby, Town of—By decision dated the 30th day of September, 1983 and Order dated the 17th day of November 1983 approved water rates and depreciation rates effective the 1st day of October, 1983.

District of East Hants (Elmsdale)—By decision filed the 25th day of February 1983 and by Order filed the 10th day of March, 1983 approved a revised schedule of rates effective March 1, 1983 and January 1st, 1984 and approved rules and regulations effective March 1, 1983; approved depreciation rates effective January 1, 1983 and did not approve the merger of the Elmsdale and Enfield water utilities.

Middleton, Town of—By decision filed the 25th day of April, 1983 and order dated the 18th day of August, 1983 directed the utility to submit revised rates to the Board applying only to the McGill Road customers; decided that the utility was under no obligation to supply additional customers on the water line that it did not own, decided that the fire protection charge on the County of Annapolis customers should be paid by the county and not as part of the customer water rates.

New Glasgow, Town of—By decision dated the 12th day of January, 1983 and order dated the 28th day of January, 1983 approved a new schedule of rates for water supply and services effective January 1st, 1983; deferred approval of an agreement between the County of Pictou and the Town of New Glasgow in regard to the Plymouth Park Water System.

North Sydney, Town of—By a decision dated the 30th day of November, 1983 approved rates and regulations effective January 1, 1984 and approved an additional increase of rates effective January 1st, 1985.

Pictou, Town of—By a decision dated the 22nd day of December, 1983 approved an increase in rates effective January 1, 1984 and approved a further 10% increase in rates effective January 1, 1986.

Port Williams, Village of—By a decision dated September 26, 1983 and order dated November 17, 1983, approved an increase in water rates effective September 1st, 1983 and approved further increases effective January 1st, 1984 and January 1st, 1985.

St. Peters, Village of—By a decision dated July 15th, 1983 and order dated August 9th, 1983 approved an increase in rates effective July 1, 1983 and additional increases effective January 1, 1984 and January 1, 1985; approved rules and regulations effective July 1, 1983.

Sydney Water Commission—By decision filed May 24, 1983 and order dated May 30, 1983 approved an increase in water rates effective April 1, 1983 and a further increase effective January 1, 1984; approved an amendment to the rates for fire protection for the years 1980 and 1981 to equal the amount actually paid for those years.

Three Mile Plains (West Hants Municipality)—By order dated March 10, 1983 reduced water rates and approved an increase to take effect January 1985 and a further increase effective January 1, 1986.

Trenton, Town of—By decision dated the 21st day of January, 1983 and order dated April 12, 1983 approved an increase in water rates effective January 1, 1983 and approved regulations governing the supply of water and water services.

Wentworth Road Water System (Municipality of the District of West Hants)—Approved a reduction in water rates and directed the utility to make a further rate application before December 31, 1983.

MOTOR CARRIERS OPERATING AS PUBLIC UTILITIES

General. During the year 1983, motor carrier public passenger services were provided by the following entities operating as public utilities in the areas designated:

Cape Breton Regional Transit Authority—within the Town of Glace Bay and the City of Sydney and between Glace Bay and Sydney; Pictou County Regional Transit Authority - within the Towns of Trenton, New Glasgow, Stellarton and Westville; Yarmouth-Argyle Transit Authroity - within the Town of Yarmouth and between points in the County of Yarmouth.

Applications

Cape Breton Regional Transit Authority—issued an order approving fare increases and service changes and ordered that the service in the Town of Glace Bay remain unchanged.

Cape Breton Regional Transit Authority—issued an order approving a correct change policy for some of the bus runs operated by the Authority.

Pictou County Regional Transit Authority—issued an order approving fare increases.

Yarmouth-Argyle Transit Authority—issued an order granting approval of all rates, routes and timetables for trantsit service within the Town of Yarmouth and between points in Yarmouth and points in the County of Yarmouth and for special transit service for disabled residents and senior groups within the County of Yarmouth.

HALIFAX-DARTMOUTH BRIDGE COMMISSION

General. Total vehicular traffic over the Angus L. Macdonald Bridge and the A. Murray MacKay Bridge in 1983 was 24,791,269, compared with 23,772,368 in 1982; 23,384,982 in 1981 and 22,945,900 in 1980. The percentage increase in 1983 over 1982 was 4.29 per cent and this compares with percentage increases of 1.66 in 1982 over 1981; 1.91 in 1981 over 1980; 2.85 in 1980 over 1979 and 4.1 in 1979 over 1978. Of the total of 24,791,269 vehicles in 1983, 24,079,632 (or 97.13 per cent of total traffic) were passenger automobiles. The percentages in 1982, 1981, and 1980 were 88.24, 86.43 and 86.41 respectively. The highest day's traffic occurred on March 31, 1983 when 96,430 vehicles of all classes crossed the bridges and this compares with 90,997 on December 17, 1982; 84,606 on October 23, 1981; 81,773 on October 24, 1980 and 78,948 on June 15, 1979. Total number of vehicles crossing both bridges now stands at 357,675,889. All figures represent toll-paid traffic only.

GASOLINE AND FUEL OIL

GASOLINE

An increase in the amount of gasoline sold within the Province was experienced in 1983 by the statement of sales by the seven wholesalers

(gasoline) licensed under the Gasoline and Fuel Oil Licensing Act set out below. Total litres for the years 1978, 1979, 1980 and 1981 were 1,824,530,230; 1,757,050,754; 1,786,206,703 and 1,799,092,983 respectively and sales for 1983 compared with 1982 were:

	Total Litres	
	1982	1983
Gulf Canada Limited	220,315,000	258,374,800
Shell Canada Limited	134,542,665	155,472,291
Petro-Canada Products Inc.	230,078,512	245,369,350
Imperial Oil Limited	490,150,740	520,240,342
Irving Oil Limited	387,122,008	380,569,826
Texaco Canada Inc.	188,074,000	203,417,000
Co-Op Atlantic	7,798,893	6,935,917
TOTALS	1,658,081,818	1,770,379,526

The above totals include sales direct to consumers and licensed retailers.

Comparative statistics with respect to retail licenses (gasoline) issued in the past five year period are reflected in the following table:

	1979	1980	1981	1982	1983
Total Retail Licenses Issued	1402	1348	1311	1292	1268
New Service Stations and Garages Licensed	4	1	7	0	2
Other new outlets licensed	2	0	1	0	1
Licenses Transferred	173	141	102	118	111
Licenses Cancelled	53	36	35	35	33
Outlets Licensed to sell Marked Gasoline	162	153	147	150	144
Outlets Licensed to sell Diesel Fuel	227	252	276	324	354
Prior Licenses not renewed	24	35	31	33	31
Number of Service Stations and Garages Licensed	996	962	936	911	903
Other Outlets Licensed	191	176	164	151	138
Number of Twin Pumps Licensed	1242	1271	1311	1389.5	1454
Number of Single Pumps Licensed	2181	2055	1923	1903	1772
Number of Drums Licensed	30	26	16	13	16

Of the 1,268 retailer (gasoline) licenses issued, 903 are attached to service stations and garages and 138 to other types of outlets such as stores and canteens. A total of 227 licenses issued were not attched to service stations, garages, stores or canteens and were issued for special or restricted purposes. A total of 16 new restricted licenses were issued. The

1,268 retail licenses were exercised by the use of 1,772 single pumps and 1,454 twin pumps and 16 licenses authorized the sale of gasoline by drums. It will be noted that the number of retail licenses transferred druing the year was 111 and that 31 licenses were cancelled.

PROPANE - AUTOMOTIVE

	1982	1983
Atlantic Speedy Propane Limited	408,462	1,224,480
Superior Propane Limited	68,763	181,703
Wholesale Licenses Issued	2	2
Retailer Licenses Issued	6	7

A total of 7 restricted Retail Gasoline Licenses were issued for the sale of propane for automotive purposes. These 7 Licenses are included in the 1,268 retailer (gasoline) licenses issued.

FUEL OIL

A decrease in the amount of stove oil and an increase in the amount of furnace oil sold within the Province was experienced in 1983 by the statement of sales by the seven wholesalers (fuel oil) licensed under the Gasoline and Fuel Oil Licensing Act set out below:

	Furnace Oil		Stove Oil	
	1982	1983	1982	1983
Gulf Canada Limited	121,929,000	199,924,200	8,294,000	4,569,300
Shell Canada Limited	53,389,308	54,464,805	4,509,552	4,241,168
Petro-Canada Ventures	47,744,717	64,022,253	6,317,853	5,695,121
Imperial Oil Limited	357,036,623	296,053,969	36,554,317	30,096,393
Irving Oil Limited	192,733,163	161,148,111	19,161,542	15,385,577
Texaco Canada Inc.	103,532,000	105,389,000	13,662,000	11,027,000
Co-Op Atlantic	9.095,615	6,296,902	2,054,828	1,503,920
TOTALS	885,460,426	887,299,240	90,554,092	72,518,479

Comparative statistics with respect to retailer licenses (fuel oil) issued in the last two years are reflected in the following table:

	1982	1983
Total Retail Licenses Issued	162	157
Licenses Transferred	2	6
Licenses Cancelled	0	0
Licenses Not Renewed	9	12
Outlets taken over by Wholesaler	0	1

PROPANE - FUEL OIL

	1982	1983
Atlantic Speedy Propane Limited	28,947,238	28,078,840
Superior Propane Limited	46,489,424	43,892,812

	1980	1981	1982	1983
Wholesaler Licenses Issued	2	2	2	2
Retailer Licenses Issued	47	46	56	57
TOTALS	49	48	58	59

Decisions and Orders. During the year 1983 the Board considered many filings and applications made by gasoline and fuel oil licensees requesting approval of changes in the price of petroleum products which are subject to regulations under the Gasoline and Fuel Oil Licensing Act.

The various applications were in some instances processed without a formal hearing before the Board, in other instances the Board deemed it necessary to hold formal hearings in order to determine just and reasonable prices reflecting (or refusing in whole or in part) the increases for which approval was requested.

The dates of increases shown hereunder show dates when the increases or changes in price would normally have become effective. In some cases the increases were effective on other subsequent dates because the applications were made on different dates and the applicants asked for later effective dates.

Under the separate applications of the following companies the Board issued orders determining the posted dealer and consumer tank wagon prices of gasoline, diesel fuel, furnace and stove oil, and the other petroleum products supplied by them as itemized in the following schedule of price increases:

Imperial Oil Limited
Gulf Canada Limited
Irving Oil Limited
Petro Canada Products Inc.
Shell Canada Limited
Texaco Canada Inc.
Co-Op Atlantic

Date of Increase	Type	Amount		
January 1, 1983	Decrease in Petroleum	DTW & CTW Grades	1A	1.9¢
			2	1.9¢
			3	1.9¢
		Diesel		1.9¢
		Stove & Furnace		1.4¢
	Co-Op Atlantic Imperial Oil Limited Texaco Canada Inc. Irving Oil Limited Shell Canada Limited Petro-Canada Products Inc. Gulf Canada Limited			

Date of Increase	Type	Amount		
March 2, 1983	Non-Crude & Crude	DTW & CTW Grades	1A	3.1¢
			2	3.1¢
			3	3.1¢
		Diesel		3.1¢
		Stove & Furnace		2.8¢
	Co-Op Atlantic Imperial Oil Limited Texaco Canada Limited Irving Oil Limited Shell Canada Limited Petro-Canada Products Inc. Gulf Canada Limited			

Date of Increase	Type	Amount		
July 12, 1983	Non-Crude & Crude	DTW & CTW Grades	1A	0.4¢
			2	0.4¢
			3	0.4¢
		Diesel		0.4¢
		Stove & Furnace		0.4¢

In addition the Board issued orders during the year for several temporary price changes in various product lines.

Under separate applications of the following furnace fuel dealers the Board issued orders determining the posted price of furnace fuel and stove oil as itemized in the following schedule of price increases:

Dartmouth Fuels
Scotia Fuels Limited
Wilson Fuel Company Limited
S. Cunard & Co. Ltd.
Royoil Limited

January 1, 1983	Decrease in Petroleum Compensation Charge	1.4¢ per litre
March 2, 1983		3.1¢ per litre
July 12, 1983		0.4¢ per litre

PROPANE COMPANIES

Atlantic Speedy Propane Limited

April 19, 1983	1¢ per litre
June 15, 1983	.9¢ per litre

Superior Propane Limited

January 1, 1983	1.8¢ per litre
June 10, 1983	1¢ per litre

Wilson Fuel Company, Limited

August 1, 1983	4.4¢ per litre

MOTOR CARRIERS AND FEDERAL CARRIERS

Statistical Tabulations. The following Table contains statistical information relating to Motor Carrier and Extra-Provincial Operators as of December 31, 1983, with comparative figures for the previous two years:

	Year 1981	Year 1982	Year 1983
Number of New Applications Received			
Motor Carrier (Freight)	43	63	51
Motor Carrier (Passenger)	10	6	4
School Bus Operators	14	13	5
Extra-Provincial (Freight)	51	54	51
Extra-Provincial (Passenger)	2	4	4
Number of Amendment Applications Received			
Motor Carrier (Freight)	65	74	55
Motor Carrier (Passenger)	26	35	23

School Bus Operators	10	18	14
Extra-Provincial (Freight)	81	69	73
Extra-Provincial (Passenger)	4	12	5
Number of Transfer Applications Received			
Motor Carrier (Freight)	24	21	20
Motor Carrier (Passenger)	3	2	3
School Bus Operators	2	Nil	1
Extra-Provincial (Freight)	24	25	36
Extra-Provincial (Passenger)	1	Nil	1
Number of Applications Dismissed			
Motor Carrier (Freight)	7	19	15
Motor Carrier (Passenger)	3	4	2
School Bus Operators	Nil	Nil	12
Extra-Provincial (Freight)	12	14	12
Extra-Provincial (Passenger)	1	3	Nil
Number of Licenses Suspended			
Motor Carrier (Freight)	Nil	3	Nil
Motor Carrier (Passenger)	2	3	Nil
School Bus Operators	Nil	Nil	Nil
Extra-Provincial (Freight)	5	3	1
Extra-Provincial (Passenger)	Nil	1	Nil
Number of Licenses Cancelled			
Motor Carrier (Freight)	30	29	31
Motor Carrier (Passenger)	4	2	4
School Bus Operators	2	10	7
Extra-Provincial (Freight)	26	39	39
Extra-Provincial (Passenger)	Nil	1	Nil
Number of Licenses in Force			
Motor Carrier (Freight)	479	501	510
Motor Carrier (Passenger)	39	46	42
School Bus Operators	88	80	75
Extra-Provincial (Freight)	729	742	738
Extra-Provincial (Passenger)	20	20	23
Number of Authorized Vehicles			
Motor Carrier (Freight)	3094	3519	3723
Motor Carrier (Passenger)	197	286	237
School Bus Operators	1197	1174	1222
Extra-Provincial (Freight)	4687	4753	4792
Extra-Provincial (Passenger)	161	160	173
Motor Carrier Buses used for both School Bus and Charter Services	153	152	146

Temporary Authority Certificates Issued			
Motor Carrier (Freight)	59	91	56
Motor Carrier (Passenger)	14	13	12
School Bus Operators	5	9	12
Extra-Provincial (Freight)	46	55	57
Extra-Provincial (Passenger)	3	2	2
Number of New Licenses Issued			
Motor Carrier (Freight)	26	51	40
Motor Carrier (Passenger)	7	7	4
School Bus Operators	13	2	5
Extra-Provincial (Freight)	39	50	37
Extra-Provincial (Passenger)	2	Nil	3

PUBLIC PASSENGER

Advocate Bus Lines Limited—application to abandon bus service upon hearing evidence that bus service was not being patronized and was operating at a loss. The application was approved.

Peter Bianchini—school bus license was deleted upon termination of a contract to carry pupils which was the basis for issuing the license originally.

Cassibo Buses Limited—application for an amendment to applicant's License No. 1680 for a new and increased schedule of rates. Application approved.

Cassibo Buses Limited—License No. 1680 licensed to provide passenger service to and from Peggy's Cove cancelled because service is no longer being provided.

Community Involvement for the Disabled—application to amend Motor Carrier License No. 2126, application was to increase fares from $1.00 to $1.25; Board was satisfied that the fare increase was justified and the application was approved.

John F. Coulter—application for a license to provide a general public passenger charter service and regular general route public passenger and parcel express service between Tatamagouche and points in New Brunswich and Prince Edward Island as well as from Tatamagouche to Hilden and return. The Board was satisfied there was a need for the service and that the Applicant was fit and willing to provide a good service. Application was approved.

Elliott, John Daniels—application to amend Motor Carrier License No. 2250, application was to amend a license so as to provide route public passenger service from Windsor Forks, Wolfville, Windsor, St. Croix

and Mount Uniacke to Halifax and return. Criteria set out in Section 11 of the Motor Carrier Act were established, application approved.

Halifax Double Decker Tours Limited—application under the Motor Carrier Act to provide specialty area public passenger service within the City of Halifax, application approved.

MacKenzie Bus Line Limited—application to amend Motor Carrier License No. 232 for changes in express charges and fares; application approved.

Northside-Victoria District School Board—application for amendment to Motor Carrier License No. 1684. The Board considered the adverse effect on competing licensee and decided that granting the application would not have a serious adverse effect. Application was to provide transportation for senior citizens at a very low rate. Application approved.

South Shore Tours Company Limited—application for a license under the Motor Carrier Act. The Board decided that there was no need for the proposed service and that if a license was granted there would be serious adverse affects on other tour operators in the same area. Application dismissed.

FREIGHT

Ronald Ross Archibald—application to transfer Motor Carrier License No. 399 to R & L Transfer Limited. On the application for permission to transfer the license it was shown that part of the license was in disuse and the Board ordered that this part of the license should be deleted.

J. W. Baughan Limited—application to amend Extra-Provincial Operating License No. X 71. The Board found that need for motor carrier trucking service carrying blueberries from Nova Scotia to Maine was indicated by the fact that twenty-two loads had been carried under Temporary Authority. The Board found that the criteria provided in Section 11 of the Motor Carrier Act had been met and the amendment was approved.

Beaver's Transfer (1977) Limited—application to amend Motor Carrier License No. 1437. The Board approved an amendment allowing the carriage of processed fish and fish products between Cape Breton Island and Mainland Nova Scotia; the portion of the application dealing with carriage of supplies for off-shore oil drilling was denied.

Robert Jordan Bell—application for a license under the Motor Carrier Act for the carriage of lumber and other products within the County of Digby and from Digby Count to elsewhere in Nova Scotia. The demand for service that had occurred under a Temporary Authority indicated

need for the service and the other criteria of Section 11 of the Motor Carrier Act had been met; the application was approved.

Robert Jordan Bell—application under the Motor Vehicle Transport Act for a license to carry products from Digby County, Nova Scotia, to points outside the Province of Nova Scotia; insufficient evidence to support the application; application dismissed.

Big Wheels Transport & Leasing Limited—the licensed carrier no longer providing service; license amended to delete portions relating to service no longer being provided.

Big Wheels Transport & Leasing Limited and Beothuck Transport Limited—appliction to amend License No. X 1201 and License No. X 928. The Board held that the purpose of the application was to eliminate double plating by amending relevant licenses. Application dismissed.

E.J. Bourque Transport Limited—part of application dismissed because license had not been obtained in home (Quebec) jurisdiction; authority granted to carry shell fish between Nova Scotia and Quebec and between Nova Scotia and the United States but authority to carry shell fish between Nova Scotia and New Brunswick denied; authority to carry "other commodities" on behalf of Seaway Distributors Limited denied.

Brookville Transport Limited—application to amend Extra-Provincial Operating License to carry certain types of general freight from the United States to Nova Scotia and reverse; the evidence in support of the application unspecific and vague; the application was denied because the criteria set out in Section 11 of the Motor Carrier Act had not been established.

L. M. Brown's Transport Limited—inquiry into operation of L.M. Brown's Transport Limited License No. 321 and Extra-Provincial Operating License No. X 1142; parts of the licenses were cancelled because were not in use and it was improbable that they would be used in the foreseeable future.

Bulk Carriers (P.E.I.) Limited—application to amend Extra-Provincial Operating License No. X 1129; evidence did not establish need; the application was denied; the Board also cancelled part of the applicant's license which was dormant.

Burnside Transport Limited—appliction to amend Motor Carrier License No. 400; the applicant had been able to operate under a restricted license to a company while at the same time the owner of the company was able to provide all other service through the use of two straight trucks exempted under the Act. The Board indicated that if the applicant continued this practice that the license would be cancelled. The Board was satisfied that there was a need for service to Abbott

Laboratories Limited and an amendment permitting this service was approved.

C. & H. Transportation Company Incorporated—application for a license under the Motor Vehicle Transport Act; evidence established need for the service applied for and that all requirement of the Motor Carrier Act had been met; application approved.

Canadian Pacific Express and Transport Limited—application for a Temporary Authority under the Motor Vehicle Transport Act; the Board was not satisfied that an immediate or special need had been established by the evidence. Application dismissed.

Cape Nova Express Limited—application for a license under the Motor Carrier Act; motion to dismiss at the end of applicant's evidence; need for service not established; Board considered applicant under-capitalized for pro-posed service; permanence of service in doubt; application dismissed.

Thomas Capstick Trucking Limited—Temporary Authority to move coal, immediate need established, application granted.

Carry Courier Limited—application for a Temporary Authority under the Motor Carrier Act; immediate or special need was established; Temporary Authority granted.

Chet's Transport Incorporated—application for an amendment to License No. X 291; the applicant requested an amendment to its license so as to be able to carry less than truck loads where it is now only licensed to carry full truck loads. Board decided that granting the application would provide the same service as is now being provided by the applicant through the use of interlinning, inter-changing and double plating and would avoid economic waste in this regard. Application approved.

Harry and Peter Clarke Farms—application for Temporary Authority; applicant failed to present sufficient evidence to show an immediate or a special need; application dismissed.

Commercial Refuse Limited—application to transfer License to Browning-Ferris Industries Limited; Board refused the application but provided for completion of existing contracts with temporary authorities.

Cyril L. Dauphinee—application for an amendment to Motor Carrier License No. 144; applicant wished to expand service to include carriage of oil field equipment. Board decided that there was a growing need for such service, application approved. Application also was for the carriage of boats; the Board decided that the applicant was specially equipped and able to provide such service. Application approved.

Day & Ros Limited—inquiry under Section 19 of the Motor Carrier Act relating to the unauthorized carriage of powdered milk on pallets; the Board found that the carriage was done without charge and that the circumstances were exceptional but that nevertheless the company was warned that such service was illegal.

George H. Day Company Limited—inquiry by the Board as to whether or not license No. 1715 was dormant. The Board found that the company had not used its license until it had received a notice from the Board of the inquiry. Authorities relating to cancellation of dormant licenses referred; policy of the Board in regard to the dormancy of licenses outlined. Motor Carrier License No. 1715 cancelled.

Dependable Delivery—application for a license under the Motor Carrier Act; Board decided that there was not need for the service established by the evidence, that quality and permanence of service, fitness, willingness and ability of the applicant to provide proper service was not established; the applicant's lack of business experience and limited financial resources considered; application denied.

Transport Drummondville R.D. Incorporated—application for a Temporary Authority to carry commodities on behalf of Sivaco Maritimes Division; the Board decided that there was an immediate and special need for the temporary authority. Application approved.

Eastern Transport Limited—application for a temporary authority to carry barite and bentonite on behalf of International Drilling Fluids Limited; the Board was not satisfied that the applicant had shown a need for the issuance of a temporary authority; application denied.

Lyle Byron Eisener—application for an amendment to Motor Carrier License No. 2025 and for an Extra-Provincial Operating License. Application was approved in part.

Bernard Fancy Trucking Limited—application to transfer License No. 1943. Board was satisfied that the license was not dormant and that the transferee Stefan Company was fit and willing to provide the necessary service. Application approved.

Frederick Transport Limtied—application to amend Extra-Provincial Operating License No. X 1075. Evidence supported part of the amendment applied for; application approved in part.

David B. Giles Trucking Limited—application for an amendment to Motor Carrier License No. 1951; the applicant wished to haul loaded and unloaded tank trailers for Trans Canada Resources Limited; unfortunately the application as advertised provided only for unloaded tank trailers. Application to carry unloaded tank trailers approved; request to approve unadvertised license to operate loaded trailers denied.

Duncan Edward Gillis—temporary authority revoked on evidence that it was not being used.

Duncan Edward Gillis—application for an amendment to Extra-Provincial Operating License No. X 1037; application was approved in part. Question arose as to whether or not the service was being provided by the Applicant as an individual or as a limited company. The applicant was directed to apply for a transfer of license within one month.

John R. Gunn—inquiry in regard to alleged illegal operating of freight service. The Board found that Mr. Gunn had knowingly violated Section 19 of the Motor Carrier Act and the license was suspended for a period of seven days.

Ronald Clyde Hatt—application for a license under the Motor Carrier Act for a contract service to carry garbage; need established; Board satisfied that the applicant was fit and willing to provide the service; applicant had won a tender for a contract and the Board indicated it was reluctant to interfere with this process. Application approved.

Hillman's Transfer Limted—application to amend Extra-Provincial Operating License No. X 1117, the Board was not satisfied on the evidence that there was a need for the service. Application dismissed.

Hillman's Transfer Limited—application to amend License No. X 1117, the Board was not satisfied that the applicant had obtained amendments to its license in the end jurisdictions, namely Prince Edward Island and Newfoundland; application was for a corridor authority; application denied.

Hunter Hill Trucking Limited—application for Extra-Provincial Operating License under the Motor Vehicle Transport Act; motion made to dismiss the application at the end of the Applicant's evidence; motion denied; application approved in part; application for corridor authority denied because end jurisdictions had not granted similar authorities.

Jodrey and Pulsifer Transport Limited—application for a temporary authority; evidence did not establish immediate and special need for the service. Application denied.

Kero Enterprises Limited—application to amend Motor Carrier License No. 2225; at the hearing the evidence indicated that part of the license was not being utilized and it was ordered that this portion of the license be deleted.

L.E.S. Sanitary Equipment Rental Incorporated—application to amend Motor Carrier License No. 2317; evidence did not establish need for the service; the Board indicated that if the applicant was successful in a tender that a temporary license would be available; the Board noted that

oral evidence is most desirable in establishing need for service and that letters may not suffice. The Board felt that granting the application would have an adverse affect on other carriers. Application dismissed.

John Gordon LeDrew—application for a Motor Carrier License; the Board was satisfied that the criteria set out in Section 11 of the Act had been met; application approved.

Phil Leil Enterprises Limited—application for an amendment to License No. 1907; violations by the applicant of licensing regulations considered; application denied.

MacLeod's Trucking Limited—application for an amendment to Motor Carrier License No. 1980; application approved in part.

Maritime Ontario Freight Lines Limited—application for an amendment to Extra-Provincial Operating License No. X 94 and to reconsider and rehear the decision of the Board of Commissioners dated November 4th, 1982, in an application to provide lowbed freight service. This application was actually made by competitors of Maritime Ontario Freight Lines Limited; the application was made on the grounds that the Board had made errors in law on its previous decision; question as to whether the Board could rehear its decision considered; R.F. Reid Administrative Law in Practice, 2nd Edition (1978) at page 105 was cited, Section 3 (2) of the Motor Vehicle Board et al 1968 68DLR 2nd 384 (s.c.c.) at page 387 referred to; Regina v. Smith 1971, 21 DLR (3d) 222 (s.c.c.) at page 227 referred to; destinctions between void, voidable considered. The Board was without jurisdiction to rehear or reconsider its decision dated November 4, 1982.

Martell's Construction Limited—application to amend License No. X 993 and License No. 525; need for the service not established; application dismissed.

Merks Farms Limited—application for a Motor Carrier License; limited need for the service applied for established; other criteria of Section 11 of the Motor Carrier Act established; application approved in part.

Mills Heavy Hauling Limited—application for amendments to License No. 383 and License No. X 369; applicant wished to carry general freight along with equipment for the oil industry on lowbed trucks; evidence established need for the service; affect on competing licensed carriers considered; applications approved.

L. F. Oakes & Sons Limited—application to amend License No. X 1403 and to transfer License No. X 1403 to Oakes & Sons Transportation Division (1981) Limited; previous violations of the Motor Carrier Act considered; effect on competing licensed carriers considered; application

to amend License was denied; application to transfer license was unopposed; application to transfer license approved.

James Wayne Robson—application to amend License No. 1974; Board defined meaning of "mobile homes" in regard to licensing under the Motor Carrier Act; the Board uses these terms in regard to mobile residential accommodations only; application approved.

S & M Trucking Limited—application to amend License No. X 1275 and Motor Carrier License No. 2022; the Board approved the applictions except in regard to the movement of coal; criteria of Section 11 considered.

Suburban Waste & Disposal Limited—application to amend License No. 1957; evidence did not establish need for the service. Application dismissed.

Sure Courier Services—application for a license under the Motor Carrier Act; previous violations by applicant considered; quality of service considered; Board was satisfied that the quality of service was satisfactory and that there was a need for some of the services offered by the applicant; Section 40(1) of the Regulations under the Motor Carrier Act referred to. Application approved in part.

F. M. Tayor Trucking Limited—application for an amendment to License No. 904 and License No. X 989; application approved in part. Corridor authority refused until such time as motor carrier authorities in the end jurisdictions had made a decision.

F. M. Taylor Trucking Limited—application to amend License No. 904 and License No. X 989; application approved in part.

Transport Route Canada Incorporated (Eastern Transport Limited)—application for a temporary authority; Board decided that the application was premature as the need was for a possible requirement in the future; Board decided that applications should be made when the need was definite. Application denied.

In addition to the above noted applications, the Board issued many orders cancelling licenses due to dormancy or lack of public liability insurance and in regard to applications which were dismissed at the time of the hearing.

MUNICIPAL BOUNDARIES AND REPRESENTATION ACT

The Board no longer has jurisdiction under this Act.

SALVAGE YARDS LICENSING

Buring 1983 the Board continued the administrtion of the Salvage Yards Licensing Act. The staff has been increased by one chief inspector

position and now consists of seven field inspectors, one chief inspector, one supervisor and one general office clerk.

There was an increase in the number of licenses issued for 1983, 354 compared to 336 in 1982. With 40 new licenses applied for, up ten from 30 applied for in 1982.

The number of private property inspections increased from 5,021 in 1982 to 5,348 in 1983, an increse of 6.5%. The number of private properties cleaned up decreased slightly by 2.6% from 1,048 in 1982 to 1,020 in 1983. The total number of inspections in 1983 was 9,130, up from 8,667 in 1982, an increase of 5.3%.

The increase in the number of inspections is due partly to the continuing soft market conditions resulting in more problem properties, the discontinued derelict vehicle grants from the Department of Environment to Municipalities to encourage the collection of problem vehicles, etc., and the increase in staff.

The demand for scrap improved in 1983 with 21,850 vehicles crushed and removed from the Province, up 8,985 from 12,865 crushed in 1982, an increase of 69.8%. The price of crushed autos has improved considerably from a low of approximtely $5.00 per ton in 1982 to a maxiumum of approximately $17.00 per ton currently.

As noted above, the Department of Enviornment discontinued derelict vehicle grants in April, 1983, and there are no funds alloted for 1984-85.

In spite of the increase in vehicles crushed in 1983, the backlog of vehicles accumulating in the Province particularly in salvage yards is continuing to increase. The price of scrap, however, is steadily improving and the market forecasts are encouraging, hopefully these improving conditions will help to alleviate the derelict vehicle problem in 1984-85.

The following is a summary of statistical information related to the calendar year 1983. Some of the statistics show comparisons with 1979, 1980, 1981 and 1982:

	1979	1980	1981	1982	1983
Applications for licenses	34	36	29	30	40
Licenses granted (new and renewals)	299	311	319	336	354
Applications dismissed	4	11	6	5	7
Applications pending	25	26	19	10	22
Licenses Transferred	10	5	7	5	11
Prosecutions under Section 2 of the Salvage Yards Licensing Act	0	4	6	4	2
Properties inspected (private)	4576	4061	4396	5021	5358

Properties cleaned up (private)	1109	1728	1026	1048	1020
Total number of inspections	9253	7828	7902	8667	9130

The following is a summary of the number of auto bodies crushed by three mobile crushers operating in the Province of Nova Scotia in 1983:

Layton	3,310
Iannetti	1,250
Norcast	17,392
	21,952

The following is a summary by counties showing the number of automobile bodies (hulks) crushed by mobile crushers during the calendar years 1979, 1980, 1981, 1982, 1983:

	1979	1980	1981	1982	1983	TOTAL
Annapolis	4,140	1,720	2,735	870	225	9,690
Antigonish	75	292	1,510		485	2,362
Cape Breton	5,775	3,170	5,730	2,532	1,200	18,407
Colchester	2,660	3,210	3,755	1,445	3,052	14,122
Cumberland	1,215	2,184	1,210	594	825	6,028
Digby	600	790	740	280		2,410
Guysborough	100	918	100		100	1,218
Halifax	6,106	6,004	7,958	2,980	9,092	32,140
Hants	746	3,022	2,488	60	522	6,838
Inverness	1,485	470	85	642		2,682
Kings	1,100	1,180	4,715	330	1,532	8,857
Lunenburg	2,792	1,825	2,223	1,749	2,233	10,822
Pictou	1,205	3,157	3,309	660	2,080	10,411
Queens	410	561	185	393	556	2,105
Richmond	145	800	150	153		1,248
Shelburne	427	1,646	857			2,930
Victoria	680	465	760	90	50	2,045
Yarmouth	840	3,716	433	87		5,076
TOTAL	30,501	35,130	38,943	12,865	21,952	139,391

THE INSURANCE ACT

During 1983, filings of rate schedules and amendments thereto were made with the Board by and on behalf of automobile insurance companies under the Insurance Act. Indices of information so filed and the names, head offices, addresses and registered agents of insurance companies and others as supplied by them to the Board have been maintained.

SCHEDULES

The following schedules are attached as part of this report: Schedule "A" - Financial Statements of the Board for the year 1983. Schedule "B" - A list of public utilities as of December 31, 1983. All of which is respectfully submitted.

(Sgd.) Board of Commissioners of Public Utilities

_____

Per J. S. DRURY, Chairman

_____

Per R.A. ROBERTSON, Vice Chairman

PROVINCE OF NOVA SCOTIA

BOARD OF COMMISSIONERS OF PUBLIC UTILITIES

FINANCIAL STATEMENTS

DECEMBER 31, 1983

To Chairman and Commissioners
Board of Commissioners of Public Utilities

I have examined the balance sheet of the Nova Scotia Board of Commissioners of Public Utilities as at December 31, 1983, and the statement of expenditures and recoveries for the year than ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as I considered necessary in the circumstances.

In my opinion, these financial statements present fairly the financial position of the Board as at December 31, 1983, and the results of its operations for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceeding year.

Halifax, Nova Scotia
April 13, 1983

AUDITOR GENERAL

PROVINCE OF NOVA SCOTIA

BOARD OF COMMISSIONERS OF PUBLIC UTILITIES

FINANCIAL STATEMENTS

DECEMBER 31, 1983

To Chairman and Commissioners
Board of Commissioners of Public Utilities

I have examined the balance sheet of the Nova Scotia Board of Commissioners of Public Utilities as at December 31, 1983, and the statement of expenditures and recoveries for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as I considered necessary in the circumstances.

PROVINCE OF NOVA SCOTIA

BOARD OF COMMISSIONERS OF PUBLIC UTILITIES

BALANCE SHEET

DECEMBER 31, 1983

ASSETS

	1983	1982
Current		
Cash	$ 50	$ --
Accounts receivable	76,744	120,079
Short term investments	250,000	240,000
	$ 326,794	$ 360,079

LIABILITIES

Current		
Bank overdraft	$ 29,207	$ 8,786
Accounts payable	56,609	64,262
Due to Public Utilities (Note 3)	56,253	107,767
	142,069	180,815

Longterm		
Future pension liability (Note 4)	30,001	24,540
	172,070	205,355
Advances for Working Capital		
Province of Nova Scotia	125,000	125,000
Public Utlities	29,724	29,724
	154,724	154,724
	$ 326,794	$ 360,079

Approved on behalf of the Board

_____
Chairman

_____
Vice Chairman

PROVINCE OF NOVA SCOTIA

BOARD OF COMMISSIONERS OF PUBLIC UTILITIES

STATEMENT OF EXPENDITURES AND RECOVERIES

FOR THE YEAR ENDED DECEMBER 31, 1983

	1983	1982
Expenditures		
Advertising	$ -	$ 1,626
Assessment written off	-	600
Books and reports	4,335	2,374
Consultant fees	12,654	27,394
Consultant fees - special study	44,100	49,181
Dues and fees	2,840	2,516
Equipment and maintenance	60,696	29,780
Miscellaneous	435	715
Office supplies and postage	25,511	11,781
Relocation expenses	982	21,233
Rent and business taxes	109,748	111,973
Salaries, wages and employees' benefits	661,168	586,598
Telephone and telegraph	18,460	11,544
Transcription services	3,950	10,804
Travel	18,689	24,135
	963,568	892,264

Recoveries

Interest income and sundry	33,854	33,424
Province of Nova Scotia (Note 5)	521,400	506,800
Public Utilities assessment	436,800	386,700
	992,054	926,924
Excess of recoveries over expenditures (Note 3)	$ 28,486	$ 34,660

PROVINCE OF NOVA SCOTIA

BOARD OF COMMISSIONERS OF PUBLIC UTILITIES

NOTES TO FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 1983

1. Authority and Activities

The Board of Commissioners of Public Utilities is responsible for the administration of the Public Utilities Act. Section 14(1) of the Public Utilities Act requires the Board to estimate its expenditures in administering the Act and assess them against the public utilities. These financial statements disclose the Board's expenditures, recoveries, assessments, assets and liabilities associated with its activities under the Public Utilities Act.

The Board is also responsible for the administration of several other Provincial statutes. Expenses incurred by the Board in administering these other acts are deducted from total expenses and subject to recovery from the Province of Nova Scotia.

2. Accounting Policies

Expenditures

Fixed assets are charged to expense in the year of acquisition.

3. Due to Public Utilities

	1983	1982
Balance, beginning of year	$ 107,767	$ 73,056
Add - Excess of recoveries over expenditures	28,486	34,660
- Adjustment	-	51
Deduct: transfer to 1983 assessment	80,000	
Balance, end of year	$ 56,253	$ 107,767

4. Future Pension Liability

Employees of the Board are entitled to purchase pension service credits for certain years of war service. Any increase in an employee's pension as a result of the purchase of war service is the responsibility of the Board. Any such increase will be billed to the Board when pension payments commence upon the employees retirement.

The Future Pension Liability is designed to meet future obligations in respect of war service credits. At December 31, 1983, the balance of $30,001 consists of accumulated employee contributions of $22,195 and interest of $7,806.

5. Recoveries - Province of Nova Scotia

The following are expenditures incurred by the Board in administering legislation other than the Public Utilities Act. These expenditures are recoverable from the Province of Nova Scotia and are deducted from total expense to be assessed against the public utilities.

	1983	1982
Gasoline and Fuel Oil Licencing Act	$ 181,100	$ 155,600
Salvage Yard Licencing Act	48,600	39,000
Motor Carriers Licencing Act	276,400	244,400
Municipal Boundaries and Representation Act	--	52,300
Automobile Insurance Act	15,300	15,500
	$ 521,400	$ 506,800

6. Lease Agreement

The Board has entered into a lease agreement respecting its office space in Halifax. The lease calls for monthly payments of $7,701.75 to expire on January 31, 1985. There is an escalation provision in the lease for increases in tax, electrical and cleaning costs.

SCHEDULE "B"

LIST OF PUBLIC UTILITIES, DECEMBER 31, 1983

PRIVATE TELEPHONE COMPANIES

Maritime Telegraph and Telephone Company, Limited

MUTUAL TELEPHONE COMPANIES UNDER THE RURAL TELEPHONE ACT

Pugwash River Mutual Telephone Company, Limited

MUNICIPAL CORPORATIONS

WATER

Amherst Water Utility
Annapolis, Municipality of the County of (Granville Ferry Water System)
Annapolis, Municipality of the County of (Margaretville Water System)
Annapolis Royal, Town of
Antigonish, Municipality of the County of
Antigonish, Town of
Baddeck, Village Commissioners of
Bible Hill, Village Commissioners of
Bridgetown, Town of
Bridgewater, Public Service Commission of
Caledonia Power and Water Board
Canning, Village Commissioners of
Canso, Town of
Cape Breton, Municpality of the County of
Colchester, Municipality of the County of (Tatamagouche System)
Dartmouth, City of
Digby Water Commission
Dominion, Town of
East Hants, Municipality of the District of (Elmsdale Water System)
East Hants, Municipality of the District of (Enfield Water System)
East Hants, Municipality of the District of (Lantz Water System)
East Hants, Municipality of the District of (Shubenacadie Water System)
Halifax, Municipality of the County of (Bedford/Sackville Water System)
Halifax, Public Service Commission of
Hantsport, Town of
Inverness, Municipality of the County of
Kentville Water Commission
Kings, Municipality of the County of (Greenwood Water System)
Kings, Municipality of the County of (Stead Water System)
Lawrencetown, Village Commissioners of
Liverpool, Town of
Louisbourg, Town of
Lunenburg, Town of
Mahone Bay, Town of
Middleton, Town of
Mulgrave, Town of
New Glasgow, Town of
New Minas, Village of

New Waterford & District Water Commission
North Sydney, Town of
Oxford, Town of
Parrsboro, Town of
Pictou, Town of
Port Hawkesbury, Town of
Port Williams, Village Commissioners of
Queens, Municipality of the County of (Lakeview Subdivision)
Richmond, Municipality of the County of (Arichat Water System)
Richmond, Municipality of the County of (Louisdale Water System)
Richmond, Municipality of the County of (Evanston Water System)
St. Mary's, Municipality of the District of (Sherbrooke Water System)
St. Peter's, Village Commissioners of
Shelburne, Town of
Springhill, Town of
Stellarton, Town of
Stewiacke, Town of
Sydney Water Commission
Sydney Mines, Town of
Trenton, Town of
Truro, Town of
Victoria, Municipality of the County of (Dingwall Water System)
West Hants, Municipality of the District of (Falmouth Water System)
West Hants, Municipality of the District of (Three Miles Plains Water System)
West Hants, Municipality of the District of (Wentworth Road System)
Westville, Town of
Windsor, Town of
Wolfville, Town of
Yarmouth, Town of

ELECTRIC UTILITY

CROWN CORPORATION

Nova Scotia Power Corporation

ELECTRIC UTILITIES

MUNICIPAL

Antigonish, Town of
Berwick, Town of
Canso, Town of
Kenville Electric Commission
Lunenburg, Town of
Mahone Bay, Town of
Riverport Electric Light Commission

MOTOR CARRIERS OPERATING AS PUBLIC UTILITIES

Cape Breton Regional Transit Authority
Pictou County Regional Transit Authority
Yarmouth-Argyle Transit Authority

UNDER SPECIAL ACT

Halifax-Dartmouth Bridge Commission